

was New York, but that warning was given not to attempt to make that port.

Four Enemy Cruisers Near.
Although officers would not admit it, the Wilhelmite declared to have been waiting far out in the ocean off this port until the Elbe Friedrich was interned. As soon as this news reached here, she was ordered to cross to through the straits off the North coast should they remain there. That four were off the cape last night, was covered by several of the Prinz Wilhelm's officers. One of them declared they were in place that the sighting of the Wilhelmite off the North coast, which was the first and only French warship could be heard about. It was the Wilhelmite.

A member of the crew of the Prinz Wilhelm, who was formerly in the United States navy, declared the crew witnessed an encounter between the Karlsruhe and the British cruiser Bristol.

"Our last message from the Karlsruhe told us that the Bristol had been damaged and was making for some port for repairs and that the Karlsruhe had been seen off the coast of the North coast and had been damaged. We then began our cruise as a warship. First we got the Italian Prince and then the La Coruna. We did not take another prize until November 11, when we captured the Spanish steamer French bark Union. We needed that coal today, too, and used it with our deck, drawing room and first class cabin.

Catch Coal From Victims.
"On November 21, we captured and sank the French steamer Anne de Bretagne. On December 22, we captured our coal supply again, we captured the British steamer Pelorus, which had about 4,000 tons of coal. Our next prize was the French steamer Maine. On December 21, we overhauled the British steamer Hampshire, and from her secured 3,000 tons of coal. This enabled us to proceed without any fear of running short of fuel.

Only One Neutral Sunk.
"The Norwegian sailing ship Seemann, the only neutral ship we sank on our last voyage, was overhauled February 1. Our next prize was the British freight steamer Chase Hill and after taking coal and provisions from her, we put our four or five hundred prisoners aboard and told her captain to take them to the nearest port. We left her food and coal enough to make port and then we fired our accommodations for the prisoners.

"While we were transferring coal to the Wilhelmite, the French passenger steamer Guadalupe with a crew of 153 men and officers and 142 passengers, came up and was taken in charge. The prisoners were also placed aboard the Chase Hill and after taking what we wanted from the Frenchman, we sent her down by opening her sea coals.

Describe Dash Into Port.
"We did not sight any more ships until March 24, when the Royal mail steamer Tanager was overhauled off the Brazilian coast. Four days later we captured the British steamer John from Rosario, for St. Vincent, W. I., what?

"After we arrived off the Virginia capes, a little to the north, I think, we turned due west and put on all possible steam. We started about 7 o'clock Saturday evening. From that time until 4 o'clock this morning, we plowed the sea at a rate variously estimated from twenty-three to twenty-five knots. All lights were out and it was an anxious time for us. All hands were on deck and the crew at the guns. We had heard of the internment of the Prinz Elbe and so judged that the enemy ships off the coast might not be so vigilant. In fact, we heard that some of the ships had steamed south, but as we got nearer the wireless told us that they were still in the vicinity and that they were still in the vicinity and that they were still in the vicinity.

Lieutenant Captain Thierfelder said tonight he hoped to be able to leave port, but the general belief here is that the Kronprinz Wilhelm will intern.

Collector of Customs Norman J. Hamilton, reached Newport News from Norfolk early in the day after the Prinz Wilhelm had anchored in the James river in almost the same place taken by the Prinz Elbe when she reached here March 13. The collector went aboard, instructing the commander he must leave port within twenty-four hours unless he needed coal and provisions and time to make repairs.

The German commander came ashore with the collector and asked for 300 tons of coal and supplies for three days. Collector Hamilton, after consulting Washington, allowed him 150 tons, which will be put aboard tomorrow and provisions for three days. What repairs are necessary the German commander was unable to determine and the United States naval board will be asked to make an examination.

When Collector Hamilton took Commander Thierfelder back to his ship, there stood on the Wilhelmite deck Commander Thierfelder and his staff of the interned Prinz Elbe Friedrich. As Commander Thierfelder reached the dock, the two commanders and retired for a consultation. Later officers of the two German sea raiders dined together and traded accounts of their experiences.

In his talk with the quarantine officer, the German commander said that he narrowly escaped capture by British warships twice, once off the Canary Islands and again off the Azores.

When the German raider was released from quarantine and passed on to this port, she steamed past sixteen American battleships in Hampton Roads. The Wilhelmite, however, neither saluted nor dipped her flag, a fact which aroused considerable comment among the American sailors.

KRONPRINZ WILHELM EXPECTED TO INTERNE

Washington, April 11.—The arrival of the Kronprinz Wilhelm at Newport News was reported to the navy department by Rear Admiral Fletcher, commander in chief of the Atlantic fleet at Hampton Roads. Secretary Daniels immediately conferred with Assistant Secretary Peters of the treasury department and a course of action identical with that followed in the recent case of the Prinz Elbe Friedrich was determined. A central committee for the Kronprinz Wilhelm's commander asked for a certain period in which to make repairs and take on supplies, but from the fact that only a few days were requested, the general opinion tonight was that the vessel would not make a demonstration

to indicate departure but would instead after the German raider in Washington could be completed.

As such as the customary inspection of the vessel is made by the American naval authorities, a certain time limit will be fixed within which the Kronprinz Wilhelm must depart or intern.

Officials were not disturbed over reports that the vessel had a score of sailors suffering with typhus fever. Assistant Surgeon General Barker of the public health service, declared that the disease was neither contagious nor infectious and that there would not be the slightest danger of its spreading if the vessel landed all of her patients at Newport News. He said the public health ships would be thrown open to the patients if they were needed.

Naval men here were kindly interested in the experiences of the Kronprinz Wilhelm's arrival with the seaplane from the Virginia capes of the British and French cruisers, which have been waiting for the Prinz Elbe to leave. The suggestion generally advanced was that the Kronprinz Wilhelm should be interned at Hampton Roads, as the vessel was in the hands of the British and French.

Meanwhile, the Kronprinz Wilhelm was being watched by the German raider and it was learned that the vessel had succeeded in making her way to port safely.

The navy officials considered it a piece of bad luck that the big vessel had not encountered one of the hostile cruisers which for the past week have been waiting for the Prinz Elbe to make a dash to sea.

It is now being foreboding as the vessel as to whether the Wilhelmite would intern or make an attempt to get away again. In view of the value of the ship, the fact that she already has destroyed fourteen enemy vessels and that she is armed with six 10-inch guns, the belief in German quarters was that she, too, would intern.

In small engagements near the Azores, at Albert, we made fifty French prisoners.

"French attacks in the western Argonne failed.

"Fighting between the Meuse and the Moselle increased in intensity in the afternoon.

"In the forested region to the north of the Combray heights, the French collected strong forces for a fresh attempt to take our position on the heights.

"The attacks, which commenced early in the day, completely failed and the positions everywhere on the heights remained in our possession.

"Southwest of Albert, stubborn fighting continued throughout the night and resulted in our favor.

"In an unsuccessful attack in force to the north of Flixes, the French sustained heavy losses.

"In battles yesterday in the Bois de Prete, we took four machine guns. Very heavy night battles which followed were favorable to us.

"The very heavy French losses in the engagements between the Meuse and Moselle cannot yet be approximately estimated. Between Selous and Lamarcville woods, our troops counted 400 French dead, and small place north of Hespeville more than 500 dead bodies were found. We took eleven French officers and 300 men and seven machine guns.

"Several snow in Vosges.

"An anchorer descended within their lines is now anchored near Moerchingen, where it landed.

"In the eastern theater, near Martampol and Kalarya, and near Klimki on the Skwa, Russian attacks were repulsed.

"At a point near Brimmar, west of Plesk, the Russians kept up a very lively infantry and artillery fire all night.

"The German official statement as transmitted today by wireless telegraph direct to Sayville, N. Y., is in brief: The German raider, the Kronprinz Wilhelm, was captured by the British and French forces on the coast of the United States by way of London.

The statement as received at Sayville, from Berlin, was as follows:

On the Year canal near Poenle to the south of the French coast, the German raider, the Kronprinz Wilhelm, was captured by the British and French forces on the coast of the United States by way of London.

Near Albert fifty French soldiers were captured.

In the western Argonne a French charge failed.

Fighting between the Meuse and the Moselle rivers increased in violence towards evening.

To the north of Combray, southeast of Ailly, north of Flixes and in the Forest of Prete, the French collected strong forces for a fresh attempt to take our position on the heights.

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With these exhibits included, said George Hough Perry, director of the division of exploitation of the exhibition, "the exhibition will be complete in every detail."

The value of the Japanese cargo is placed by Perry at approximately \$1,000,000. The exhibits include a collection of historical photographs from France and some fine French paintings. There are also examples of the most modern scientific and technical exhibits collected by the French government for the exhibition.

Germany replies to protest of Holland.

London, April 11 (via London, 2:49 p. m.)—The official statement given today by the German army headquarters reads as follows:

In the western theater, on the Year canal near Poenle, south of the French coast, the German raider, the Kronprinz Wilhelm, was captured by the British and French forces on the coast of the United States by way of London.

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With these exhibits included, said George Hough Perry, director of the division of exploitation of the exhibition, "the exhibition will be complete in every detail."

Under these circumstances was in contradiction with the recognized principles of international law.

Nevertheless, the United States government has not yet obtained the release of the ship nor has it, after eight months of war, succeeded in safeguarding the legitimate American trade with Germany. Such a delay, especially when the supply of food stuffs is so critical, seems equivalent to complete failure.

Exportation of War Materials.
Furthermore, has to be considered the attitude of the government of the United States concerning the question of the exportation of war materials. The imperial embassy hopes to agree with the government of the United States in assuming that with regard to the question of neutrality, there is not only the formal side to be considered, but also the spirit in which neutrality is adopted.

Conditions in the present are different from those in any former war. For this reason it is not justified to point to the fact that perhaps in former wars Germany furnished belligerents with war materials. The reason in these former cases the question was not whether any war material was to be furnished to the belligerents, but merely which one of the competing countries would furnish it. In the present war, with the exception of the United States, all the countries outside of a noteworthy production of war material are either at war themselves or completing their armaments and have, accordingly, prohibited the exportation of war material. Therefore, the United States of America is the only country in a position to export war material. This fact ought to give a new meaning to the idea of neutrality, independent of the formal law.

Enormous New Industry.
Instead of that, and in contradiction with the real spirit of neutrality, an enormous new industry of war material of every kind is being built up in this country and that this is supplying only Germany's needs, a fact which is in no way modified by the purely theoretical willingness to furnish Germany as well, if it were possible.

Text of Complaint.
The text of the memorandum follows:

The different British orders-in-council have affected the creation of a new industry of war material in such a one-sided manner that they arbitrarily suppress the trade of neutral countries with Germany. Already prior to the last order-in-council, the shipment of conditional contraband, especially foodstuffs, to Germany, was practically impossible. In fact, prior to the protest which the American government made in London on December 24, 1914, not a single shipment of such goods for Germany has been effected from the United States. Also, after the lodging of the protest and as far as is known to the German embassy, only one such shipment has been attempted by an American shipper. Ship and cargo were immediately seized by the British and are still detained at a British port. As a pretext for this unwarranted action the British government referred to a decree of the German federal council concerning the wheat trade, although this decree only covered wheat and flour and no other foodstuffs, although imported foodstuffs were especially exempt from this decree and although the German government had given all necessary guarantees to the United States government and had even proposed a special organization for the exclusive consumption of the civilian population.

Just when the trip will be made is still uncertain. Secretary Daniels wants the president to go through the Panama canal with him in July, but there has been no decision on this point and the western journey is expected to be made later.

Friends of the president say the contemplated trip cannot be called a "campaign tour" and they are preventing, as far as possible, the formation of "Wilson clubs" to avoid even the appearance of starting a boom.

Although the political advisers of Mr. Wilson say privately that they have no doubt that he will be renominated, it was indicated tonight that there will be no formal launching of his candidacy until a step which will embarrass him in carrying out the policies of his administration.

On the western trip the president is expected to explain the legislative program he will lay before the next session of congress, including conservation bills, the Philippine bill, the Colombian and Nicaraguan treaties, budget reform and probably senate cloture.

GORGAS INVITED TO MAKE FIGHT ON TYPHUS FEVER

Washington, April 11.—Major General William G. Gorgas, surgeon general of the United States army, was invited tonight by the Rockefeller Foundation to become a permanent member of its staff in the capacity of general adviser in matters relating to public sanitation and the control of epidemics.

General Gorgas is wanted by the foundation, particularly at this time, to direct the campaign against the typhus fever which is devastating Serbia. Whether he will actually go to Serbia probably will depend upon the general himself if he accepts the offer.

The offer was made tonight by Jerome H. Green, secretary of the Rockefeller Foundation, who had a long conference with General Gorgas and outlined the plans and hopes of the foundation and of the American Red Cross, with which the foundation is co-operating in aiding Serbia.

General Gorgas took the invitation under consideration, saying that he probably would give his answer within a few days. It is understood that the general expects to consult Secretary of War Garrison and possibly President Wilson before reaching a decision.

General Gorgas attracted nationwide attention by his brilliant work in the Panama Canal Zone, where his conquest of disease made possible the building of the great waterway. The general first became famous by "cleaning up" Havana. He was chief sanitary officer there from 1895 to 1902 and conquered the yellow fever mosquito. In 1912, with special permission from congress, he took a commission in the United States army to work out the problem of sanitation in South Africa where he spent nearly a year.

Important Board Meeting.
Sonia F. Smith, the first of education will hold an important meeting tomorrow evening at which teachers are to be selected for the ensuing term.

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upon an equality if we wished to observe the true spirit of neutrality as compared with a mere paper neutrality.

True Spirit of Neutrality.
This conception of the true spirit of neutrality, if applied to the present arms, would lead to an embargo on the export of war materials.

In reply to published reports in the effect that American officials were irritated at the announcement of the embargo's intention to make the war material public, Colonel von Bernstorff said tonight:

"There is nothing unusual in it, in addition as all the American notes that went to Berlin, including that of the Free case, have been published. As to further criticisms that Germany had in former years taken the same attitude as the United States in regard to the export of munitions in Belgium, I desire to call attention to what, Andrew L. White, American ambassador to Germany at the time of the Spanish-American war, said in his autobiography. In regard to a Spanish vessel which had been seized by the American consul at Hamburg to be suspected of being loaded with arms for use against the United States in Cuba, Mr. White said:

"I listened to the foreign office and urged that vigorous steps be taken with the result that the vessel, which in the meantime had left Hamburg, was overhauled and searched at the mouth of the Elbe. The German government might easily have proceeded in answer to my request that the Spanish vessel which had been seized to state of ammunition in Belgium, should have been allowed to proceed to its destination, and had extended that it was not obliged to search vessels to find such contraband of war, but that this duty was incumbent upon the belligerent nation concerned."

ALASKA TOWN IS BOOMED BY REAL ESTATE DEALERS

Seattle, Wash., April 11.—Seward, Alaska, ocean terminus of the government's projected railroad to Fairbanks, announcement of the route of which was officially made by Secretary Lane yesterday, for weeks has been a mecca for speculators and others desiring to profit by the construction of a road.

The selection of Seward was confidently expected and the rush there has had all the characteristics of a gold stampede.

Real estate speculators already are on the ground, selling townsite lots. The population of the town has grown so rapidly that many of the newcomers are living in tents.

Headquarters of the Alaska engineering commission here have been swamped with requests for employment. Personal applications having been made by hundreds.

Lieutenant Frederick Means of the commission, returned from Washington last week and W. C. Edes, chairman, and Thomas R. Jones, Jr., the other members of the commission, are expected here within a few days.

The commission's purchasing department has been working for ten days on bids for supplies and materials.

John Philip Sousa

The March King, says:

"Tuxedo gives an absolutely satisfying smoke, fragrant, mild, and pleasant."

John Philip Sousa

Tuxedo in The Day's March

All the vim, energy and enthusiasm you get out of a Sousa march you get out of the steady use of Tuxedo. Tuxedo is as cheering and inspiring as the "Stars and Stripes Forever," because Tuxedo is always refreshing, beneficial and wholesome. To be pipe-happy is on a par with being mind-happy. Then you can get the punch into life! And it's certainly worth while. The short-line to pipe peace is via

Tuxedo

The Perfect Tobacco for Pipe and Cigarette

Made by the famous "Tuxedo Process," Tuxedo is the one tobacco in the world that will not bite your tongue, no matter how much you smoke of it.

The extra-choice Kentucky Burley leaf from which Tuxedo is made is acknowledged by experts to be the world's premier smoking-tobacco leaf. This is why Tuxedo is so mild and mellow, so pleasantly aromatic, so delicious in flavor.

YOU CAN BUY TUXEDO EVERYWHERE

Convenient, glassine wrapped, moisture-proof pouch 5c Famous Green Tin with gusseting, curved to fit pocket 10c In Tin Holders 40c and 80c In Glass Holders 50c and 90c

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